

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 6:10 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 053 Const Calendar Day: 562 Date: 24-Mar-2011 Thursday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 AM 05:30 PM Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Soheilifard, Saman Approved Date: 25-Mar-11 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Tower Activities

Most workers were off today due to bad weather. The only operation on the Tower was welding of the ESW restraint brackets on shear plates. This welding was ongoing throughout the shift.

Meetings:

I attended the bi-weekly safety meeting from 08:00 until 08:30. The topic was welding safety.

I attended the weekly Team Tower meeting from 10:00 until 11:30. Attending were R. Morrow, M. Woods, S. Soheilifard, B. Brignano, and myself from Caltrans, and M. MacDonald, N. Greco, S. Yeager, L. Gatsos, and D. Hester from ABF. The following topics were discussed:

- Size and alignment of 3" bolts holes connecting the Tower saddle to the grillage: The 3" saddle anchor bolts are on the high side of the allowed tolerance, and do not fit all of the way through the holes in the saddle base plate. They do fit through the holes in the grillage top plate. It was agreed that step 1 should be to clean the paint out of the holes by reaming. The size of the reamer may be 3 1/16" or 3 1/8", depending on discussions with TY Lin. The next step is to compare the survey results of the holes. Then a possible trail fit of the saddle on the grillage may be done at pier 7.
- Continuous preheat on splice welding: It was agreed that the continuous preheat requirement would be implemented so that the heaters could be turned off at the end of each shift, as long as the welding stopped 3 hours prior to turning off the heat, and the weld was allowed to soak at preheat temperature for 3 hours prior to turning off the heaters.
- Grillage erection: We expressed concern about how the skin-to-skin alignment will be controlled between Lift 4 and the grillage since the shaft spacing on Lift 4 varies from the trial assembly spacing. ABF mentioned that they believed the Lift 4 shaft spacing should be OK after the 143m struts are bolted.
- Shims at Splice #4: We discussed the tack welds that will hold the shims in place at the top of the Lift 4 skin plates. We mentioned that the tack welds need to be MT inspected after grillage erection to make sure that they did not crack.
- Full height ESW mock-up details: We discussed some of the details that we would like built into the full height electroslog mock-up. We want the mock-up to include a variance in the root opening equal to the largest of any of the field welds (4mm). Also, we want the mock-up to include planar misalignment of 6mm.



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- Paint: The grillage will be painted next week. ABF plans to blast and prime the weld areas inside the shafts, and blast, prime, and finish coat the areas on the shaft exteriors.

- Upcoming schedule: Grillage erection scheduled to start 4/13.

Punchlist:

I met with Mark MacDonald to discuss which items on the ZPMC punchlists could be closed. It was agreed that the following items are closed:

Lift 1:

- Item #1920: South shaft, Skins C/D/E at Splice #1 pulled into contact during bolting
- Item #2029: Possible 28m strut bolt conflict - 28m strut bolting complete
- Item #2030: Possible 33m strut bolt conflict - 33m strut bolting complete
- Item #2031: Possible 38m strut bolt conflict - 38m strut bolting complete
- Item #2032: Possible 43m strut bolt conflict - 43m strut bolting complete
- Item #2033: Possible 47.6m strut bolt conflict - 47.6m strut bolting complete
- Item #2367: Splice #1 faying surface cleaned prior to splice plate installation
- Item #2368: Splice #1 paint repairs completed prior to splice plate installation
- Item #2399: Bearing stiffeners overlap anchor bolt holes - No interference during erection or rod tensioning
- Item #2401: Bearing stiffeners overlap anchor bolt holes - No interference during erection or rod tensioning
- Item #2402: Bearing stiffeners overlap anchor bolt holes - No interference during erection or rod tensioning
- Item #2404: Splice #1 faying surface cleaned prior to splice plate installation
- Item #2415: Splice #1 faying surface cleaned prior to splice plate installation
- Item #2431: Documentation for spare struts received by CT-China

Lift 2:

- Item #493: South shaft, Skin E at Splice #2 pulled into tight contact during bolting

Lift 5:

- Item #265: Suspender bracket anchor plate dimensions verified prior to installation

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